

Unify Canyon Plans

Des. News Editorial 9-8-71

Plans to cut a new road through Provo Canyon have generated a lot of controversy in Central Utah recently. But it seems that efforts to preserve the canyon's beauty have overlooked another phase of the problem.

Unregulated building, placement of power and utility lines and sewage disposal are almost as great a threat to the canyon's usefulness and beauty as road building.

Highway Department plans to put a new road through the canyon have been questioned by concerned citizens because of possible damage to Provo River and its environs as a water supply, recreational area and ecological system. Fortunately, Gov. Calvin Rampton last month ordered a moratorium on road construction and asked road commission members to take "a new look" at the project in light of widespread opposition.

But even if further highway planning manages to preserve the aesthetic and ecological values of Provo River, lack of planning by other agencies could allow the canyon to be robbed of its beauty.

In fact, the canyon already shows some evidence of this. From the canyon mouth to Wildwood, seemingly unplanned and unzoned construction and utility line clutter detract from the majesty of the surrounding mountains and the charm of the canyon's natural landscaping. Failure to put some controls on canyon construction before it gets out of hand could leave an improved Provo Canyon highway just another fast route through an area of urban sprawl.

Furthermore, new construction in the canyon means increased population, with its attendant problems, including sewage disposal. If provision is not made in advance for adequate sewage disposal in Provo Canyon, pollution could do to the river what construction has been at least temporarily prevented from doing—kill part or all of it.

Salt Lake County is showing foresight and responsibility by moving to zone nearby canyons. Other counties would do well to follow suit.

The best way to destroy an asset is to neglect it while it runs down. Those who love Provo Canyon will have to see that this is prevented through coordinated planning.

Obituaries

Accident Victim's Rites Set

SANDY — Jeffery Allan Dearing, 9 year old son of Mr. and Mrs. Wayne Dearing, formerly residents of Springville

He is survived by his parents, Sandy; brothers and sisters, Mrs. Joseph (Pauline D.) Sturdy, and Timothy J. Dearing, both of Sandy; Jerry Wayne Dearing, Salt Lake City; Mrs. Randy (Joelene) Charlton, San Diego, Calif.; and his grandmother, Mrs. Andrezzie, Price.

The youth was born June 6, 1962 in Spanish Fork, a son to Wayne and Edith Andrezzie Dearing.

He was a member of the LDS Church, played the accordion and enjoyed athletics.



JEFFERY A. DEARING

Boy, 9, Dies

Rail Mishap

A 9-year-old Sandy youngster was killed Saturday evening when his neck was crushed after it was caught between train cars while he was riding the Wasatch Mountain Railway, the excursion train up Provo Canyon.

The boy, identified as Jeffery Allen Dearing, son of Wayne M. and Edith M. Dearing, 1460 E. 81st S., Sandy, was pronounced dead on arrival at Utah Valley LDS Hospital.

The Utah Highway Patrol and Wasatch County Sheriff's office, who investigated the accident, reported it apparently happened about 2½ miles north of Vivian Park when the train traveled over a hump.

They explained the "Accordion-type" partition between the train cars parts for a second or two apparently giving the boy just enough time at that point to allow him to put his head through the opening for a view of the train side scenery.

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Tribune 19 Sep 1971

Accident Traps, Kills Union Boy, 9, On Heber Creeper Excursion Train

as Jeffery Dearing, 9, son of Mr. and Mrs. Wayne M. Dearing, 1460 E. 81st S., Sandy, Utah.

HEBER CITY — A Salt Lake County boy was killed Saturday at 4:50 p.m. while aboard the Heber Creeper excursion train just east of the Utah-Wasatch County line.

Mack Holley, chief deputy with the Utah County Sheriff's Office, who aided in the investigation, said the boy apparently stuck his head between the accordion - plated dividers between cars on the platform.

The deputy said the youth, identified cord.

He said Mr. and Mrs. Charles Evans, 4420-11th East, Salt Lake City, had passed through the corridor between cars minutes before and saw no difficulty. They returned, found the youth trapped by the neck between the two halves of the divider. They pulled the emergency

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Uinta Forest History Search

In response to a plea for old journals, diaries and photographs about Uinta, Wasatch and Ashley National Forests, readers of The Daily Herald have sent these pictures to the Uinta National Forest office in the federal building, Provo.

The memorabilia appeal was published by the Herald on July 20 in connection with the Uinta National Forest announcement of its Diamond Jubilee Anniversary celebration scheduled next year.

The photographs at right were taken in 1916 when the first organized hike up Mount Timpanogos was held, with the group erecting a 48-star U.S. Flag atop the mountain.

These two pictures were submitted by Mrs Carson Crandall, 695 E. Center S. Orem, who recalls that Gene Roberts, second from left in the top photo, was in charge of the first hike.

She also identified the group carrying the flag in the lower photo. They are: Front row, Arch Maxfield, Ed Olpin and John H. Newman, and back row, Wilford Warnick, Claud Newman, Fred Schoell, Cliff Harper and Clarence (Clyde) Gammett.

Identical or similar pictures were submitted to the Uinta Forest office by Merrill Warnick, Pleasant Grove RD 1; Mrs. Holly Maxfield and Lloyd West, both of Pleasant Grove.

The train picture at left is a much older photo taken in 1872 when the American Fork Railroad was constructed



with the objective of servicing the Sultana Smelting works, four miles beyond Deer Creek. However, the railroad never went beyond deer creek when the old law of supply and demand interfered.

Officers concluded the business would not justify the expenditure, although the grade had been made ready for the ties.

In the old photograph, the locomotive and its crew whose faces cannot be distinguished, are stopped under the "Hanging Rock," a landmark until 1932 when it was removed to facilitate road construction.

The American Fork Railroad was organized in April 1872, and was constructed during May through November the same year. It covered a distance of 12 miles and connected with the Utah Southern, another obsolete railroad.

The picture was submitted by Harry R. Wadley, Pleasant Grove.

At lower left, a picture submitted by Mrs. J.S. Rasband, 310 W. Center St., Heber, shows a "tie hack camp" of an early Uinta Forest period. The workers were busy cutting ties for the railroad and transporting them when they stopped long enough to pose for the photographer.

Mrs. Rasband reports, "My grandfather, Henry McMullin, and his sons, Henry, Albert and Phonsoe, were freighters from here (Heber) to the Ashley Valley. I can't say that these are their teams and outfits in the picture, but it is typical of the activities and employment of the time."

These pictures were sent to Information Receptionist Geraldine (Jerry) Griffin, appointed to head the anniversary planning committee by Clarence S. Thornock, forest supervisor.

First Mt. Timpanogos Hike



Deer Creek Train; Tie Hack Camp

